

# Workbook Narrative Section III – Environmental Footprint and Infrastructure Framework Variations

Reference: Corresponds to Chapter III of Task Force Workbook

Based on the **Approach Preferences of Lake, Fixed Guideway Transit, Parkway and Infill Grid**, we proceeded with the development of a series of environmental footprint and infrastructure framework variations. In developing these variations we encountered a presentation dilemma. Each environmental footprint and infrastructure framework component could be explored in a number of ways. However, there was little or no nexus between component variations. For instance a spoke or loop transit system could be considered within any number of environmental footprints. We ultimately elected to express these component variations in three environmental footprints and infrastructure framework “packages” but we must continually remind all that the components can be intermixed in a final preferred composite framework.

With this caveat we nicknamed the three packages after their transit variations (Spoke, Loop, Spine).

## VARIATION 1 – SPOKE

### Environmental Footprint Components

#### Fisher Creek

The current alignment of Fisher Creek/Ditch is maintained and avoided with appropriate regulatory buffers and barriers. No change in its current hydrograph means another conveyance for storm water would be necessary. A canal to the east would accomplish this.

#### Focal Open Space Feature

No lake. A depressed bowl/central park would flood for detention along with a chain of such detention parklands.

### Infrastructure Components

#### Intra-Community Transit

With a direct connection to Caltrain, three-fixed guideway spokes would radiate from the community center heading north, south, and west. The west-heading spoke would head around the south side of the focal park and hillock and run parallel but at least a block south of Bailey Avenue.

#### Parkway Alignment

The Parkway would connect to Monterey Road at the north and south freeway connecting overpasses. It would skirt Fisher Creek north of Bailey Avenue and west of Santa Teresa Blvd. It would incorporate Bailey

Avenue west of Santa Teresa Blvd., and it would skirt the western hills south of Bailey Avenue.

## VARIATION 2 – LOOP

### Environmental Footprint Components

#### Fisher Creek

Existing Fisher Creek/Ditch is enhanced in place and a new reach added following its more natural flow line to the west against the western hills and then back northeast.

#### Focal Open Space Feature

A chain of lakes and canals would originate from the community center heading south.

### Infrastructure Components

#### Intra-Community Transit

A fixed guideway transit loop would circle the Community Core within a two-block walk to the center and loop through other areas roughly halfway between Coyote Valley's center and its perimeter. It would run along Bailey Avenue west of Santa Teresa Blvd. in one section.

#### Parkway Alignment

The Parkway would connect to Monterey Road at the north and south freeway connecting overpasses. It would skirt Fisher Creek north of Bailey Avenue and west of Santa Teresa Blvd. It would follow Bailey Avenue west of Santa Teresa Blvd., but here it would be integrated with the fixed guideway transit in what would be much more of a high traffic Grand Boulevard than a Parkway. South of Bailey Avenue it would head east into the center of the community and thence south along the enhanced Fisher Creek.

## VARIATION 3 – SPINE

### Environmental Footprint Components

#### Fisher Creek

Fisher Creek/Ditch would be restored to its topographically natural and historic location and substantially enhanced to both increase its habitat value and provide greater flow and detention capacity.

#### Focal open space feature

A substantial (+/- 60 acre) lake would become the focal center of the Coyote Valley Community Core. An urban canal would link neighborhoods east of Santa Teresa Blvd. to the lake.

#### Infrastructure Components

##### Intra-Community Transit

A fixed guideway spine transit line would loop around the community core within two blocks of the lake and extend west along Bailey Avenue and south along Santa Teresa Blvd.

##### Parkway Alignment

The parkway would connect to Monterey Road at the north connecting overpasses. It would traverse the hills and open space west of Santa Teresa Blvd. and connect to Bailey Avenue west of IBM. And it would skirt the western hills south of Bailey Avenue

During and following the June 12<sup>th</sup> workshop, discussion of these variations indicated a strong preference for a focal central lake; a strong preference for restoring and enhancing Fisher Creek in its original location against the western hills; open space continuity between the restored Fisher Creek and the western hills; a virtual requirement that the intra-community transit connect directly to Caltrain; and a strong desire for the intra-community transit to reach as many neighborhoods as possible, particularly those to the east of Santa Teresa Blvd.